

Mar. 18

RIVAL SCHOONERS MAY HOLD RACE ON GREAT LAKES

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(CONTINUED FROM PAGE ONE.)

Knock as vice president. Capt. Angus Walters, who has been at the Bluenose helm on the banks and in the races practically since the vessel was built, is a member of the board.

Following this announcement from Lunenburg came reports that the Gloucester schooner would follow the Bluenose to Chicago and a race would ensue on Lake Michigan in connection with the world's fair. It may come to pass but Capt. Ben Pine doesn't know much about it yet and hasn't given it serious consideration. There is no doubt but what he will, if developments warrant it. He is fully cognizant, as are others, of the benefits to be derived, particularly to the industry, from a fishing schooner race competition, wherever it may be held.

Other Difficulties.

In addition to finances, a navigation problem confronts the proposition. There is some doubt whether the vessels can be put through the St. Lawrence Waterway. Bluenose draws 16 feet and Thebaud almost as much and that is more water than can be found in parts of the channel between Ogdensburg and Montreal, by which small boats reach the Great Lakes.

Conflicting Reports

During the week, conflicting reports have come out of Nova Scotia on the attitude of the new holding company in regard to the proposed race. On Thursday, a dispatch from Lunenburg stated that the company will not entertain any proposal for a race with the Gertrude L. Thebaud on Lake Michigan next summer. Acting on the advice of Capt. Walters, who suggested there would not be wind enough to demonstrate the capabilities of either schooner on the lake during the summer time, the exhibiting company will not listen to any such suggestion.

Today it was reported that the new owners of the Bluenose have decided that they will race the Thebaud and that's where it stands now.

Capt. Ben Pine Ready Although Not Approached---Another More Important Mission Planned for Thebaud

A fishing schooner race between the old rivals, the Gertrude L. Thebaud of this port, and the far-famed champion Bluenose of Lunenburg, N. S., on Lake Michigan, during the World's Fair at Chicago now appears in the offing.

Whether anything will come of it is a matter for conjecture, for there are several obstacles standing in the way, two of a most serious nature, finances and successful navigation through the St. Lawrence waterway. Up to the present time, Capt. "Ben" Pine, managing director of the local vessel, knows nothing more of the talked-of race than what has appeared in the papers. Capt. "Ben" did say this morning that he wouldn't have to be coaxed into such a contest if the necessary arrangements could be made.

Send Thebaud to Washington.

However, another and more important mission for the Thebaud is at present under consideration. Plans are being formulated to equip and send the schooner to Washington with a delegation representing the

local fisheries in an effort to get the Reconstruction Finance Corporation interested in furnishing some very much needed financial aid to the fishing industry. This trip, if it is made, will be started within a few weeks. The vessel will be sailed south and up the Potomac to Washington, where officials will be interviewed and an opportunity given them to see actual vessel property and have real conditions shown them.

Would Be Sent to Lakes.

At the conclusion of the 1931 schooner race off Halifax after Bluenose had again lifted the International trophy, it was announced that the vessel would probably be sent through the Great Lakes, visiting Canadian border cities and the world's fair in Chicago.

A few weeks ago the Lunenburg Exhibition Company was formed to finance the Bluenose excursion as a commercial proposition. All members of the new company are shareholders in the Bluenose Schooner Company, the owning concern. W. H. Smith is president with W. E.

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HALF DOZEN TRAWLERS HERE

ALL DRAGGERS AND SHORE
BOATS ARE OUT—RECEIPTS
SHOULD BE GOOD.

Local dealers received fresh fish from a half-dozen small trawlers yesterday afternoon and this morning, the fares running from 400 pounds up to 1700 pounds. The total receipts up until noon today amounted to 700 pounds. Six gill netters went out for their gear yesterday and landed a combined catch of 9500 pounds which went to ship. Practically every boat is out today, and receipts over the week-end should be fair.

Gloucester Arrivals and Receipts.

The arrivals and fares in detail:
Annie and Josephine, trawling, 1700 lbs. fresh fish.

Nova Antonio, trawling, 1500 lbs. fresh fish.

Rose Marie, trawling, 1000 lbs. fresh fish.

Six Brothers, trawling, 1200 lbs. fresh fish.

C1139, trawling, 1200 lbs. fresh fish.

C1896, trawling, 400 lbs. fresh fish.

Olivia Brown, via Boston.

Imperator, via Boston.

Yesterday's Gill Net Receipts.

Edna Fae, 1500 lbs. fresh fish.

Nashawena, 1000 lbs. fresh fish.

Liboria C., 1000 lbs. fresh fish.

Virginia and Joan, 2500 lbs. fresh fish.

Lucretia, 1000 lbs. fresh fish.

Enterprise, 1000 lbs. fresh fish.

Phyllis A., 1500 lbs. fresh fish.

Sailed.

Corinthian, Boston.

Virginia and Mary, dragging.

Babe Sears, dragging.

Jackson and Arthur, dragging.

Rose Marie, trawling.

Nephthys, trawling.

Sally Joseph, trawling.

Helen L., trawling.

Emma Marie, dragging.

Little Joe, dragging.

On the Railways.

Sch. Sadie M. Nunan is on Burnham's railways.

Sch. Magellan is on Parkhurst's railways.

Sailed for Boston

After having been tied up at the Pew wharf since late last month, following the death of her skipper at sea, the Gorton-Pew haddock Corinthian sailed yesterday for Boston to take on her crew and fit for fishing. The schooner will be commanded by Capt. Michael Ahern, formerly of the Mary DeCosta.

FIFTEEN IN THE BOSTON FLEET

RECEIPTS THIS MORNING TOTAL
355,000 POUNDS—MARKET
IS LOWER.

Fifteen vessels brought in the supply to Boston fish pier dealers for the half day session today. Total receipts were 280,000 pounds of groundfish and 75,000 pounds of mixed fish. The market was fair but prices were lower than yesterday.

Boston Arrivals and Receipts.

The arrivals and fares in detail:

Str. Ripple, 36,000 haddock, 9000 cod, 15,000 mixed fish.

Str. Newton, 9000 haddock, 23,000 cod, 7200 mixed fish.

Gertrude Parker, 15,000 haddock, 31,000 cod, 4900 mixed fish.

Gertrude M. Fauci, 30,000 haddock, 3000 cod, 20,000 mixed fish.

Elvira Gasper, 12,000 haddock, 16,000 cod, 2500 mixed fish.

Ruth and Margaret, 16,000 haddock, 18,000 cod.

Isabel Parker, 40,000 haddock, 11,000 cod, 1900 mixed fish.

Princess, 2100 mixed fish.

Lawrence Scolia, 3200 mixed fish.

Fred Henry, 1000 mixed fish.

LaPaloma, 4400 mixed fish.

Francesca, 5400 mixed fish.

Maria Guiseppi, 1400 mixed fish.

Mary Grace, 2800 mixed fish.

Kid Roberts, 2500 mixed fish.

Haddock, \$4 to \$4.50 per cwt.; large cod, \$3; market cod, \$3.50; hake, \$6; pollock, \$2.50; cusk, \$2.25; gray sole, 8 cents per pound; lemon sole, 7 cents; black backs, 2½ to 3½ cents; catfish, 2½ cents.

N. S. Fish Notes

Fishermen of Herring Cove have not been successful of late in pursuing the lobster industry, according to reports from that village, 180 traps were set last week but two or three lobsters were said to have been the only returns from each trap.

The result was that the traps were taken up and it is not likely that any great effort will be put forward in the industry until the end of the month. It is believed by some of the fishermen that the cold water might have had a tendency to drive the lobsters considerably off shore, although it was explained, lobsters survive in much colder water than what was encountered by the fishermen of the cove.

A total of 18 boats operate from Herring Cove when the lobstering is at its height.

Suffering from a severe injury to his right hand, George Lucas, seaman on the National Fish trawler St. Cuthbert, was removed to hospital when the vessel put into Halifax Thursday.

Lucas, it was stated had his hand gradually becoming more and more unfavorable as the season advanced. A start was made at Canso, Thursday by the Leonard Fisheries in the hope of at least securing a small quantity to enable them to carry on their fresh fish business during the coming summer. The cold days of the past few days increased the thickness of the ice sufficiently to permit cutting.

Lobster traps were destroyed at Seal Island during the breeze of last week. Some fishermen had 100 or more damaged, causing a serious loss just when the spring work was about to get underway. Not many traps were set on from Cape Sable, owing to the gales.

EIGHTY ARRIVALS AT BOSTON PIER

TOTAL RECEIPTS 2,602,300 POUNDS
—DEMAND GOOD, PRICES
ARE UP.

For the week ending March 16 there were 88 arrivals at the Boston fish pier, with 2,602,300 pounds of fresh fish. In the corresponding week of 1932, there were 70 arrivals and the receipts were 3,294,050 pounds. Demand was good and a higher level of prices prevailed for groundfish. Receipts were below the average catch.

Receipts divided as follows:

1933—1,386,000 pounds of haddock; 449,800 pounds of large cod; 233,800 pounds of market cod and 542,700 pounds of mixed fish.

1932—1,637,800 pounds of haddock; 555,200 pounds of large cod; 315,900 pounds of market cod; 785,150 pounds of mixed fish.

Landings to Date.

From January 1 to date there have been 1173 arrivals with 37,365,800 pounds of fresh fish as compared with 1160 arrivals and receipts of 38,772,922 pounds in 1932.

Prices paid to vessels by wholesale dealers during the past week as compared with past years have been as follows:

Large cod—1933 4 to 7 cents; 1932, 3 to 6 cents; 1931, 1 3-4 to 3 cents; 1930, 5 1-2 to 8 1-2 cents; 1929, 3 to 5 1-2 cents.

Market cod—1933, 3 1-2 to 6 cents; 1932, 3 to 4 cents; 1931, 2 to 3 1-2 cents; 1930, 3 to 5 cents; 1929, 3 1-2 to 4 1-2 cents.

Haddock—1933, 4 1-2 to 7 cents; 1932, 3 to 6 cents; 1931, 3 to 5 cents; 1930, 4 1-2 to 6 1-2 cents; 1929, 4 to 7 1-2 cents.

NO SIGNS OF MR. MACKEREL

No signs of mackerel have been reported in the south recently, but this is not surprising in view of the stormy weather of the past two weeks.

Boats engaged in the south dragging for scup, etc., according to reports received there have had somewhat better results recently.

RETURNS TO FIT CRAFT FOR SOUTH

Capt. Ronald Dahlmer arrived from Cape May, New Jersey, Saturday to prepare and fit the steamer Orion, owned by Capt. John A. Dahlmer, for south seining. When he returns he will take an extra seine and seine boat with him for the Superior, owned and captained by John A. Dahlmer. They have been engaged in dragging off the Virginia Capes, and report a successful winter. Capt. Dahlmer made the fine stock of \$1400 recently.

In Moderate Demand.

A moderate demand for salt, smoked and canned fish is reported and prices are not materially changed. Receipts of all varieties except canned fish have been light.